

WE HAVE BEEN APPOINTED  
SOLE AGENTS  
FOR  
MARTELL'S  
BRANDIES.  
H. PRICE & CO.  
12, QUEEN'S ROAD.

# Hongkong Daily Press.

ESTABLISHED 1857

No. 13,587 號柒十捌百伍千壹萬零柒月捌年柒十二號光 HONGKONG MONDAY, SEPTEMBER 30TH, 1901 壹拜禮 號十叁月玖年壹零九千壹英港香 PRICE, \$2 PER MONTH

## CHAMPAGNE

JULES MUMM

PER CASE, PINTS, \$50; QUARTS, \$48.

A. S. WATSON & CO.

LIMITED,

THE HONGKONG DISPENSARY

CUTLER PALMER AND CO.

WINE SHIPPERS SINCE 1816.

Who have consigned their Brands to Hongkong for over half a century.

Apply to G. C. ANDERSON,

Hongkong, 13, Praya Central.

JOHN WALKER & SONS'

FAMOUS

KILMARNOCK WHISKY.

This World-renowned

Fine OLD HIGHLAND WHISKY.

Sole Shippers—CUTLER, PALMER & CO.,

is obtainable in Hongkong of their Agents.

SIEMSEN & CO.

Hongkong, 1st January, 1901.

CUTLER, PALMER & CO.'S

PRICE \$10.75 PER DOZEN

NET

"SPECIAL BLEND" WHISKY

Bleed

of Selected

Distillations of the

Finest Scotch Whiskies

Apply to

SIEMSEN & CO. Hongkong.

148

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

TIME TABLE

WEEK DAYS

1.30 a.m. to 8.00 a.m. Every 10 minutes.

8.00 a.m. to 8.30 a.m. Every 15 minutes.

8.30 a.m. to 9.30 a.m. Every 10 minutes.

9.30 a.m. to 11.00 a.m. Every 15 minutes.

11.30 a.m. to 12.45 p.m. Every 15 minutes.

12.45 p.m. to 1.15 p.m. Every 10 minutes.

1.15 p.m. to 1.45 p.m. Every 15 minutes.

1.45 p.m. to 2.15 p.m. Every 10 minutes.

2.15 p.m. to 6.00 p.m. Every 15 minutes.

6.30 p.m. to 6.50 p.m. Every 15 minutes.

6.50 p.m. to 8.00 p.m. Every 10 minutes.

NIGHT CARS

8.45 p.m. & 9 p.m., 9.45 to 11.15 p.m., very 1 hour

SUNDAYS

8.00 a.m. to 8.30 a.m. Every 15 minutes.

8.30 a.m. to 9.30 a.m. Every 30 minutes.

9.45 a.m. to 10.30 a.m. Every 15 minutes.

10.30 a.m. to 11.00 a.m. Every 10 minutes.

12.00 Noon to 1.00 p.m. Every 10 minutes.

1.00 p.m. to 5.00 p.m. Every 15 minutes.

5.00 p.m. to 6.00 p.m. Every 10 minutes.

6.00 p.m. to 7.00 p.m. Every 15 minutes.

7.00 p.m. to 8.30 p.m. Every 10 minutes.

NIGHT CARS as on Week Days.

WATKINS, LIMITED,

66. QUEEN'S ROAD.

CHEMISTS AND AERATED WATER MANUFACTURERS.

143

CUTLER, PALMER & CO.

ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS.

Their Brands are favourably known all over the World.

The following are some of their Stocks with the undersigned:

SUPERB OLD COGNAC,

C.P. & Co.'s INVALIDS' PORT

\$22.50 PER DOZ.

Distinguished by 4 Stars on the Label.

ANOTHER FINE COGNAC, \$16.75 per doz.

Less old than the above.

DOURO PORT,

\$14.25 PER DOZ.

A fine, full, and fruity wine.

AMOROSO SHERRY,

\$20 PER DOZ.

LA TORRE SHERRY,

\$16.75 PER DOZ.

A natural and most pleasant wine to the taste.

BENEDICTINE LIQUEUR

D.O.M.

\$39.75 PER DOZ.

RUINART PERE & FILS, REIMS

Established 1719.

CHAMPAGNE GROWERS AND

SHIPPIERS.

Ship only the Finest Quality.

Extra Dry (Green Seal)

LATIS, WEIGENER & CO.,

Agents—SIEMSEN & CO., HONGKONG.

Hongkong, 17th May, 1901.

[1271]

## FINE CLARETS.

CH. MOUTON D'ARMAILHACQ.  
CH. MARGAUX.  
CH. BRANAIRE DUCRU 1892.  
CH. CANTENAC BROWN 1893.  
CH. PICHON LONGUEVILLE 1888.  
CH. MOUTON ROTHSCHILD.  
CH. LEONVILLE LASCARGUES 1878.  
CH. LATOUR 1874.  
CH. LAFITE 1887.



Telephone 75.

CALDBECK, MACGREGOR & CO.

15, Queen's Road, Hongkong, 20th September, 1901.

WINE AND SPIRIT MERCHANTS.

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JOHNSON'S DIGESTIVE TABLETS

THE GREAT REMEDY FOR  
INDIGESTION, DYSEPSIA, FLATULENCY  
AND ACIDITY OF THE STOMACH.

VICTORIA DISPENSARY.

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PHOTOGRAPHIC PLATES, PAPERS  
AND CHEMICALS.  
EASTMAN'S KODAKS, FILMS AND ACCESSORIES.  
DEVELOPING AND PRINTING UNDERTAKEN.

A. CHEE & CO., 17A, QUEEN'S ROAD, HONGKONG.

[144]

TAILORING DEPARTMENT  
FOR SIX WEEKS ONLY!

SPECIAL OFFER of AUTUMN SUITINGS at the following EXCEPTIONAL PRICES:

FLANNEL LOUNGE SUITS	\$20.00
TWEED AND CASHMERE SUITS	\$29.00
BLUE SERGE SAC SUITS	\$30.00
WORSTED AND ANGOLA SUITS	\$33.00
BLAU TWILL DRESS SUITS	\$45.00

LANE, CRAWFORD & CO.

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## BRANDY

FINE, PALE, MEDICINAL BRANDY.

MARIE BRIZARD & ROGER  
COGNAC

SPECIALLY IMPORTED BY

WATKINS, LIMITED,

66. QUEEN'S ROAD.

CHEMISTS AND AERATED WATER MANUFACTURERS.

[143]

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SHIPPERS TO CHINA FOR 75 YEARS.

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The following are some of their Stocks with the undersigned:

SUPERB OLD COGNAC,

C.P. & Co.'s INVALIDS' PORT

\$22.50 PER DOZ.

This fine Wine is old, soft, and of grand flavour.

See analysis and certificate by Professor Cassall.

DOURO PORT,

\$14.25 PER DOZ.

A fine, full, and fruity wine.

AMOROSO SHERRY,

\$20 PER DOZ.

LA TORRE SHERRY,

\$16.75 PER DOZ.

A natural and most pleasant wine to the taste.

BENEDICTINE LIQUEUR

D.O.M.

\$39.75 PER DOZ.

Very soft, palatable, and mature.

EVERYBODY SHOULD TRY THESE ITEMS; THEY ARE UNQUALLED AT THE PRICE

AGENTS—SIEMSEN & CO., HONGKONG.

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## COTTAM & CO.

HAVE RECEIVED a NEW STOCK of SOFT FELT HATS in ALL SIZES and the LATEST SHAPES in "DOUBLE" COLLARS.

LEATHER TRUNKS, BRIEF BAGS, DRESS SUIT CASES, &c. Are now being Shown.

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## W. BREWER & CO.

### NEW BOOKS & NEW EDITIONS.

Donisthorpe's Drawing and Rough Sketching for Marine Engineers \$4.50

A Maker of Nations, by Guy Boothby \$0.35

A. M. Tintaire's Love Story, by Guy Boothby \$0.35

Tio Coward, by Jefferson \$0.35

God, The King my Brother, by Nixon \$1.50

Great Battles of the World, by Crane \$1.50

## INFORMATION.

A. S. WATSON & CO.,  
LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

## SHERRY.

	Per Case of 1 doz.
A. SUPERIOR PALE DRY, Dinner Wine, Green Seal Capsule	\$10.86
C. MANZANILLA, PALE NATURAL SHERRY, White Capsule	12.00
CC. SUPERIOR OLD, DRY, PALE NATURAL SHERRY, Red Seal Capsule	12.00
D. VERY SUPERIOR OLD PALE DRY, Choice Old Wine, White Seal Capsule	14.40
E. EXTRA SUPERIOR OLD PALE DRY, Very Finest Quality (Old Bottled)	20.40

In addition to Wines of our own bottling, the following brands, bottled in Europe, have been specially selected, and procured from the celebrated firm of MESSRS. G. SANDEMAN, SONS & CO., of LONDON and OPORTO, for whom we have been appointed Sole Agents:

	Per Case of 1 doz.
LIGHT DRY	\$17.00
SOLERA	25.00
VERY PALE DRY	25.00
FULL GOLDEN	30.00
PALE DRY NUTTY	32.00
FINE OLD BROWN	42.00

A. S. WATSON & CO.  
LIMITED,  
THE HONGKONG DISPENSARY.

BIRTH.  
On the 18th September, at Foochow, the wife  
of H. SUGLEY, Brand of a son,  
M. WILLIAGE.

On the 21st September, at the British Epis-  
copal Church, Foochow, by the Rev. Elwyn-  
Lloyd, WILLIAM HENRY WALLACE, of the Hong-  
kong and Shanghai Banking Corporation, son of  
the late ALEXANDER WALLACE, Esq., M.D., of  
Colchester, to LAURA, eldest daughter of THOMAS  
MOOREHEAD, Esq., of the Imperial Maritime  
Customs at Foochow.

## DEATH.

On the 28th September, at 9 p.m., at Dunbar-  
ton, the Peak, ROBERT COOKE, Acting Manager, Hong-  
kong and Whampoa Dock Co., Limited, aged  
61 years.

The Daily Press.  
HONGKONG OFFICE: 14, DES VŒUX ROAD CL.  
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 30th September, 1901.

A VISIT TO JAPAN two years after the abolition of extra-territoriality opens up many topics of interest. Rightly or wrongly, the concession of unlimited jurisdiction over the persons and properties of their nationals to Japanese judges trained in dissimilar social and legal schools of thought was looked upon as a grave experiment by the majority of the European Powers; and serious complications were, not unnaturally, anticipated by the residents, who were to be handed over without appeal to the new and scarce fledged courts. It is characteristic of the thoroughness with which the Japanese Government and people have entered on the now civilisation, that in the main these apprehensions have proved groundless, and that no substantial grievance has arisen, and but few international differences have needed adjustment. Certain well founded complaints were indeed raised of the manner in which alleged assaults on Japanese coolies by Europeans had been converted into crimes by inexperienced and possibly prejudiced native judges, but the feelings excited by these miscarriages of justice have for the most part had time to cool, and they seem to have led to a better mutual understanding than if they had never occurred: the foreigner has learnt that he is far more likely to gain his ends by polite consideration than by a hectoring assumption of superiority, while the native, finding no utility in such assertion, and content to accept the position, has returned to his natural politeness and amiability. Amongst the Japanese themselves the change is equally marked; the excessive formality engendered by centuries of dependence of one class on another, and the bowings and prostrations that used to attend the chance meeting even of equals are now things of the past; and

Statistics of Agriculture and Industry, of Commerce, foreign and native, Posts and Telegraphs, of Education and Religion, of Public Health and Police, and finally of Finance, fill up this wonderful volume, which contains within a compass of 150 pages a résumé of the entire life of this most interesting of nations. To some of the latter topics, amongst others the growth and distribution of Foreign Trade, which has made marked progress during the last ten years, we propose to return in an early issue.

No fresh plague cases have been reported since noon on the 27th inst.

The French mail of the 25th August was delivered in London on the 27th instant.

There will be two six-a-side football matches this afternoon at ten minutes past five—Kew's team v. Beatties, and Russell's v. Danby's.

The opening of the cricket session took place on Saturday, the First XII of the Club meeting the Rest in a trial match. The chief feature was the bowling of Lee and Dorrell for the First XII.

Messrs. Erich Georg & Co. say in their weekly share list, dated Hongkong, 28th September:—A fairly brisk business has been done during the week in some of the leading stocks, principally Banks, Docks, Indes, and China Sugars, all of which show a material improvement in rates.

The Chinese boy who was assaulted on the 22nd inst. by another, and who was supposed to have received serious injuries to his stomach, is said to be doing well. On the 24th his condition seemed critical enough to cause Inspector Collett to take his deposition at the Government Civil Hospital.

A variety entertainment will take place this evening, at 8.30 o'clock, at the Soldiers' Club. The programme of vocal and instrumental music is large and varied, and is under the direction of Bandmaster J. H. Moir, R.W.F. Mr. Alec Marsh is down to sing; and Mr. Geo. Grinbie will be the accompanist. The band of the Fusiliers will also take part.

About 9.30 on Saturday morning, two Kowloon ferry-boats had an unfortunate collision in the Harbour. The *Rising Star*, an old launch, ran into the *Morning Star* (double-end). As is usually the case, a sampan got in the way, and while successfully avoiding it, the *Rising Star* ran into the double-end. Both launches are said to have been considerably damaged.

Just after 3.30 p.m. on Saturday a little excitement was caused by No. 1 Police Launch charging the Praya wall immediately to the west of Blake Pier. The launch was attempting to come alongside the Pier, but apparently the engines refused to reverse and the launch rammed the wall while there was still plenty of way on her. Fortunately all the sampans had time to get out of the way, and apparently the launch was uninjured, while the wall was not damaged at all.

How carefully statistics of all sorts are by these means collected in Japan is illustrated by the annual *Resumé Statistique*, which has for the last fifteen years been published by the Japanese Government and which gives the most intimate details of the vital statistics of the Empire. The area, then of Japan and its dependencies was in 1898 7,430 sq. mi.—say 45,000 square miles—and the population 46½ millions, or an average of 236 per square mile. Of the larger islands Shikoku had a density of 425 per square mile, while the main island of Nippon—only supported 375; this is of course mainly due to the large tracts in the latter island rising to an altitude of over 3,000 feet, where profitable cultivation is out of the question, and the land is either prairie or forest, and practically uninhabited. Of the island proper the population, in 1889 forty millions, had in 1898 grown to forty-three and three quarters, an increase of upwards of nine per cent. Of this population the most minute particulars are given; there are 3,845 nobles or of noble family, 1,666,000 samurai, and 33½ millions of the ordinary people. The family throughout averages 5.33 individuals, but the usual phenomenon of the proportions of the sexes is reversed, the males exceeding the females by about 2½ per cent. The birth rate has been gradually increasing from 29.3 per thousand in 1893 to 31.3 in 1898, the number of deaths on the other hand decreasing from 22.8 to 20.4 in the same period; nearly 8½ per cent. of the births were still-born. Divorce is easily obtained in Japan, on an average about one fourth of the marriages being dissolved by mutual consent or otherwise; as the lady enjoys much consideration in Japan, and more frequently than not is the "business man" of the family, it may be assumed that facility results in no hardship, and judging from the general happiness of Japanese homes is really conducive to a good understanding. Of Japanese abroad known and officially registered there were in 1898 some 99,000, besides some 2,000 in Australia and Java, of whom an accurate account could not be kept; on the other hand there were 11,700 foreigners resident in Japan, of whom, however, more than half were Chinese; of the rest 1,954 English, and 1,282 Americans formed the souvenirs of New Year, 1901. The heartiest good-wishes were then expressed by Mr. Rutter, who spoke on behalf of the staff. Outside his work, moreover, Mr. Cooke was well known and highly respected. The funeral took place yesterday, when in spite of the suddenness of Mr. Cooke's death and the consequent short notice of the ceremony a very large number of mourners attended. floral tributes were very numerous, showing the love and respect in which deceased was held by a large circle of friends. Four of the directors of the Dock Company were present at the funeral—the Hon. C. P. Chater, C.M.G., Gen. J. J. Bell-Irving, Messrs. H. P. White and D. E. Brown—as well as the new chief manager, Mr. W. B. Dixon. The directors sent a wreath, the European staff of the Company another, and the Chinese employee nearly a dozen, in addition to what were given by private friends.

We deeply regret to record the death on the 27th inst. of Mr. Robert Cooke, Acting Chief Manager of the Hongkong & Whampoa Dock Co. The deceased gentleman had over two score years' experience with the Company. Before joining the Hongkong and Whampoa Dock Co., he was manager of a ship at West Point owned at that time by Mr. Sanders, an American. Only on the 5th January this year a presentation was made to Mr. Cook by the European members of the Dock Co.'s staff as a souvenir of New Year, 1901. The heartiest good-wishes were then expressed by Mr. Rutter, who spoke on behalf of the staff. Outside his work, moreover, Mr. Cooke was well known and highly respected. The funeral took place yesterday, when in spite of the suddenness of Mr. Cooke's death and the consequent short notice of the ceremony a very large number of mourners attended. floral tributes were very numerous, showing the love and respect in which deceased was held by a large circle of friends. Four of the directors of the Dock Company were present at the funeral—the Hon. C. P. Chater, C.M.G., Gen. J. J. Bell-Irving, Messrs. H. P. White and D. E. Brown—as well as the new chief manager, Mr. W. B. Dixon. The directors sent a wreath, the European staff of the Company another, and the Chinese employee nearly a dozen, in addition to what were given by private friends.

H.M.S. *Albion* will leave for the North about the 5th prov.

Admiral Sir Cyprian Bridge was expected to arrive at Shanghai on the 26th inst. by H.M.S. *Albion*.

There is a cigar factory in Honolulu manufacturing Manila cigars from imported Manila tobacco.

Company Sergeant-Major W. Nicholson has been appointed a supernumerary lieutenant in the Hongkong Volunteer Corps.

H. M. storeship *Humber* left on the 28th inst. for Shanghai. The French transport *Nice* arrived on the same day from Tonkin.

The following appointments have been made at the Admiralty—Sub-Lieuts. J. Jones to the *Pigmy*, and R. G. Hamond to the *Goliath*, to date 12th August.

The billiard handicap of 250 points up, held at the Institute of Engineers and Shipbuilders, resulted in Mr. J. H. Kinghorn winning the first and Mr. A. Ritchie the second prize. The prizes will be presented at the next monthly "smoker."

*L'Echo de Chine's* Manchurian correspondent says that the brigands continue to ravage the country in the province of Tsitsikar. They even attempted to surprise the Russian troops three leagues from Pai-en-sun. The Russian railway is in operation from Harbin to New-chwang.

According to Manila advices, Spain denounces Bishop Notredame, Archbishop of Manila, and opposes his appointment to the archbishopric of Zaragoza. The Government and Press of Spain blame him for the loss of the loyalty to the Spanish government of the Filipinos and the consequent loss of the islands.

With the capture of Insurgent General Luchan's private correspondence on the island of Samar, the fact has transpired that the most prominent citizens of Cathabagan, the principal city on the island, and the most demonstrative friends to all appearance of the American Government, are in reality firm adherents of the rebellion, secretly aiding it to the utmost of their power. Thirteen arrests have been made so far.

A correspondent sends us the following extract from a letter received by last mail from a staunch old Conservative:—"Everything very dull just now, war, the holidays, and the uncertainty of foreign affairs all contribute; but if we can finish up the South African trouble many things would boom. We are just playing at war; Government seems always to keep one eye on the Exeter Hall lot and the other on what the foreigners write. If they had just gone ahead and done the whole lot, it would have been finished long ago. Just see what we got by putting ourselves under Waldersee, the Germans simply sold us to Russia. We don't seem to have any backbone anywhere and are like the fable of the old man, his sons and the ass—put ourselves to any amount of trouble, please no one, injure ourselves and lose the ass."

The Manchurians in charge of repairs on the palaces and palace gates are making hay while the sun shines, wrote the Peking correspondent of the *N.C. Daily News* on the 15th inst. The improvements are rapidly progressing and certainly indicate that the Court will return. The remnants of the tower over the Chienmen, or main front gate of the Tartar City, have been removed. We hear that no new tower will be erected, as foreigners hold the wall from this gate to the Hatamén, the Americans and Germans holding the position, and putting up guard-houses on the wall, where a foreign promenade is being made. The effect on the *feng-shui* no one dares to think of. The Honanmen, or main back gate of the Imperial City, having been destroyed by the Japanese, will also, I believe, not be re-erected. The entrance to Imperial precincts will now begin with the Tach'ingmen. Probably all the portion beyond will be closed to foreigners, as in the old days.

The Naval and Military Record of the 29th ult. says:—While we are constantly being reminded that the naval force on the China station is totally inadequate to meet the calls which may at some time or other be made upon it, the strength of the squadron is far different from what it was three and a half years ago, when Admiral Sir E. H. Seymour took over the command. Then the *Centurion* was the only battleship on the station; we had only one first-class cruiser, of which three were armoured, and by a somewhat obsolete type of armament; there were three second class and one third class cruisers, and fourteen smaller vessels. The squadron now consists of four first-class battleships, six second class and one third class cruisers, eleven gun-vessels, five river gunboats, and five destroyers. To this force would have been added by this time the *Cressy*, one of the most formidable armoured cruisers of the day, but for an unfortunate accident, and the *Vengeance*, battleship, being hastened for service on that station, while the *Albion* is on her way to China to relieve the *Barfleur*. We shall then have on the station five first-class battleships, three of which are of a recent type and of the same design. At the same time it can hardly be said that in point of numbers our fleet will be as formidable as that of the Russians, but in point of homogeneity and fighting power we are probably in no way inferior, and the stimulus that has been given by Captain Percy Scott, C.B., to first class naval gunnery must also be reckoned a factor in the fighting efficiency of the fleet. Sir Cyprian Bridge, therefore, has a far more effective force under his command than Sir E. H. Seymour commenced with, and there is every reason to fear during the time of his command of that force undergoing any relative diminution.

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no contrivances for slipping girdles allowed. Six to compete or no event.  
1 Mr. A. Campbell Mr. E. M. Bishop  
MacMillan Mr. P. A. Cox  
2 Mr. E. C. Pontifex Captain Loring, R.A.  
Mr. W. A. Crickshank Captain Warren  
Mr. H. A. MacIntyre

**THE ECLIPSE STAKES OF 10,000 CROWN**  
CASH OR CUPS FOR FIRST AND SECOND.—Presented by H. N. Mody Esq., Scratch to start at the mile post. Each competitor sends in name and description of horse or pony to be entered by him with the weight to be carried. Riders are notified that they will be required to weigh out at not less than the specified weights. No objection to be raised to carrying overweight.

yards.  
1 Mr. MacIntyre's Flying Fox, 1st 5 lbs 375  
2 Capt. Warren's West Australian, 1st 7 lbs 75  
3 Mr. Gunning's Sir Henry, 1st 11 lbs ... 35  
Mr. P. A. Cox's La Fleche, 1st 5 lbs Scratch yards.  
Mr. Lewis' Juddah, 1st 8 lbs ...  
Hon. T. H. Whithead's Ormonde, 1st 7 lbs 120  
Mr. R. M. Cunningham's Mansfield, 1st 4 lbs 130  
Mr. C. W. Dickson's Merry Hampton, 1st 7 lbs 250  
Mr. L. J. C. Anderson's Diamond Jubilee, 1st 5 lbs 270  
Capt. Jones' Bend Or, 1st 7 lbs ... 270  
Mr. C. A. Ball Acton's Galles More, 1st 7 lbs 290  
Mr. S. Gugdon's Persimmon, 1st 6 lbs ... 300  
Mr. M. R. C. Nanson's The Lamb, 1st ... 320  
Mr. A. B. Garnett's Orme, 1st 5 lbs ... 320  
Capt. Warren's Diamond, 1st ... 420

**CORRESPONDENCE**

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

**THE LEGISLATIVE COUNCIL AND THE FUNDS OF THE COMMUNITY.**

TO THE EDITOR OF THE "DAILY PRESS".

Hongkong, 28th September, 1901.

SIR.—The sensible leader in your issue of this morning will be appreciated by many of your readers. It would be interesting to know on what grounds it was considered necessary to vote a sum of \$50,000 to the Queen Victoria Memorial Fund to supplement the amount of nearly \$78,000 raised by private subscription. His Excellency the Governor, according to your report of the proceedings at the Council Meeting on Thursday, gave no explanation. The Legislative Council, more especially as it is not a representative body, was surely not well advised in taking upon itself to vote any portion of the revenue of the Colony for such a purpose. The sum of \$50,000 is, it is true, a mere nothing to the Colony, but there are at least three distinct grounds why such a vote should not have been made:

- (1) The Legislative Council, although it has legally the power, had no right to make it.
- (2) The idea of erecting one large memorial in London and asking British subjects all over the world to subscribe to it is absurd, and a much better way of erecting a memorial worthy of Her late Majesty could, in so far as this Colony is concerned, have been found in Hongkong.
- (3) To commandeer public funds after having accepted voluntary subscriptions is no compliment to the late Queen.—Yours, etc., DISGUSTED.

**DINNER AT THE CLUB LUSITANO.**

The members of Club Lusitano celebrated the birthday of Their Most Faithful Majesties the King and Queen of Portugal on Saturday by a dinner in the club-house. The large and commodious hall of the club, which was used on many previous occasions for balls, theatrical performances and concerts, was plainly but tastefully decorated for the purpose, and proved to be an excellent banquet-hall, providing accommodation without the least inconvenience for about 70 persons, who sat down to do full justice to an excellent menu provided by the Club's chef. Senhor Conselheiro Romano presided, and there were present, besides the members of the Club, Mr. Haver Droeze, Consul-General for the Netherlands, Mr. Ostroff, Consul for Russia, Mr. Kato, Consul for Japan, the Vice-Consul for France, and a few officers of H.M.S. Argonaut. Other foreign consuls were also invited, but for various reasons were unable to be present. The health of the King and Queen was proposed by Senhor Romano, and was very enthusiastically received, the band playing the Portuguese national anthem. The arrangements were ably carried out by the committee, and everything went off without the slightest hitch. Through the courtesy of Commodore Powell, Captain Cherry and the officers of H.M.S. Argonaut, their band, under the leadership of Mr. Moss, was present, and enlivened the proceedings with a selected programme. It was a very successful dinner, and the guests left highly pleased with the hospitality dispensed by the members.

The following was the menu:

Sopa de ninflo de passaro à mandarina.  
Peixe com molho de tomates.  
Pastelinhos folhados de fígado.

Assado de narções com agriões à jardineira.

Lombo de vaca farcida com molho de cebolas.

Pata de feira grelhada com trufas.

Pombo com arroz à hortelã.

Capão e carniçoletas à inglesa.

Presunto de York.

Salsicha rizada.

Parangos e ovelhas à francesa.

Pudim à romana. Geléia. Sorvete de mangostão.

Conservas e frutas de estateiro, &c. &c.

**LAST STEAMER MOVEMENTS.**

The C.P.R. steamer *Empress of China* arrived at Shanghai at 10.30 a.m. on the 28th inst., and left again at 10 p.m., same day for Hongkong, where she is due to arrive at 9 a.m. to-morrow.

The Imperial German Mail steamer *Premiere* left Shanghai via Foochow on the 28th inst., and may be expected here or on about the 1st prox.

The silk on the C.P.R. steamer *Empress of India* arrived in New York on the 27th inst.

3,007 NEWSPAPERS RECEIVED.  
MACINTYRE & CAMBRIAN'S PENS.

THE WALTERS' PEN FOR THE WRITING.

THE FLEMING SCOTTIAN PEN, INVENTED BY Quill.

THE EATING JAR WITH 200 WORDS PER DAY.

WARMEST WORKS ENTHUSIASTIC.

**ENGINEERS' CONCERT.****DOUGLAS STEAMSHIP CO., LTD.**

The CHAIRMAN.—Yes, by and by.

Mr. JOSEPH.—I see that you also mention in the report that the General Managers have from time to time approached the opposing line with a view to advancing the rates on the coast and at Tamsui, but that up to the present no satisfactory arrangement has been come to. I only want to ask who "approached." Did you approach them first, or they you?

The CHAIRMAN.—That will also be answered by and by.

Mr. JOSEPH.—There is nothing mentioned in the report about the steamer running south. Is this venture proving advantageous? I should like also to know what is the average annual sum spent on the upkeep and maintenance, etc., of the Company's fleet? That is all I want to know.

The CHAIRMAN.—With regard to your remark, I reply, as regards the writing down of our steamers, that the steamers are old and buyers do not want old steamers, although, as read, I regret that, owing to unforeseen circumstances, we were not able to place them before you some days earlier. You will gather from the report that it is proposed to pay a dividend of 6% on the capital of the Company, and to write off the balance of profit, amounting to \$41,087.38 from the values of the Company's properties. To some shareholders it may appear that the amount which it is proposed to write off is large in proportion to the net profit, but I would point out that nothing was written off from this account last year, and that, while some of the older steamers stand at a low figure, the newer boats have been written down to a small extent only, and you must bear in mind that by passing this amount to depreciation account the intrinsic value of the share is greatly enhanced, and the position of the Company will be strengthened, until we see a return of that prosperity which we have, until recent years, enjoyed.

The General Managers and Consulting Committee, after mature consideration, have decided that this is the most desirable manner in which to distribute the profits of the year, and we have confidence that shareholders will sustain us in that opinion. Regarding the past year's working, the chartering of the Japanese boats express themselves as willing to fit in with our views, they state that they cannot do it without hearing from the Head Office in Japan. That is how the matter stands at present. You ask whether the Southern line is a paying venture. I don't think it would be at all advisable to discuss in public whether one part of the line pays or not, and the same remark applies to the amount paid for repairs and management, etc. To give these things away at a public meeting would be very detrimental to the interests of the Company and we should be giving to our opponents a great deal of information they should not know. (Applause.)

Mr. JOSEPH.—My object in asking these questions was simply to elicit more clearly certain matters connected with the sum available for dividend, and because there are people outside who are talking too much about the commission the General Managers are charging.

I asked those questions to elicit the facts, so that people will not talk so much against the Company. (Applause.)

There were no further questions, and on the motion of the CHAIRMAN, seconded by Mr. TOMLIN, the report and accounts were adopted.

Mr. HOUGH moved the re-election of Messrs. R. Shewan, C. S. Sharp, C. H. Thompson and J. J. Bell-Irving as Consulting Committee.

Mr. REID seconded, and the motion was carried.

Mr. JOSEPH moved, and Mr. EZEKIEL seconded, that Messrs. W. H. Potts and W. H. Gaskell be re-elected auditors for the ensuing year.

The motion was carried.

The CHAIRMAN.—That is all the business, gentlemen. I thank you for your attendance. Definite warrants will be ready on Tuesday.

A LIFE OF ALFRED AUSTIN.

The following appears among a series entitled "Dinkelspiel's Lives of Famous Men" appearing in an American contemporary:

"Let us now make life miserable for each under viile vil glide swiftly through der life of Alfred Austin, der post laureate of England, kind regards to Rudyard Kipling, Swinburne please write."

The motion was carried.

The CHAIRMAN.—That is all the business, gentlemen. I thank you for your attendance. Definite warrants will be ready on Tuesday.

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A LIFE OF ALFRED AUSTIN

4  
NEW ADVERTISEMENTS

TO LET.

## AUCTION

## FOR SALE BY AUCTION.

A NEWLY ERECTED HOUSE at the East of Race-course.  
Apply to—

NG YUEN HING,  
No. 9, Queen's Street, West Point.  
Hongkong, 30th September, 1901. [2463]

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

DURING my absence and until further notice, Mr. MOWBRAY STAFFORD NORTHCOE has been appointed ACTING SECRETARY.

By Order of the Board of Directors,  
A. SHELTON HOOPER,  
Secretary.

Hongkong, 28th September, 1901. [2466]

## SITUATION WANTED.

A LADY Wants an Engagement as Housekeeper, Lady's Companion, to take care of Children, or General House-work.  
Apply by letter to—

BOX 361,  
Care of Office of this Paper.  
Hongkong, 30th September, 1901. [2467]

## PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction,

TO-MORROW (TUESDAY),  
the 1st day of OCTOBER, 1901, at 2.30 P.M., at his Sales Rooms, QUEEN'S ROAD,

SUNDRY HOUSEHOLD FURNITURE, CROCKERY, GLASS and PLATED WARE;

PICTURES and ORNAMENTS;  
ONE CAMERA, ONE FOWLING PIECE, ONE BICYCLE, ONE JIN-RICKSHA, and PIANO;  
&c., &c.

TERMS OF SALE.—An Customary.  
V. L. REMEDIOS,  
Auctioneer.

Hongkong, 30th September, 1901. [2468]

CHINESE IMPERIAL GOVERNMENT SEVEN PER CENT. SILVER LOAN OF 1888, E.

30TH HALF-YEARLY DRAWING.

INTEREST due and Drawn Bonds of this Loan will be Payable at the Office of the Corporation on or after the 30th September, 1901.

Lists of Drawn Bonds can be obtained on application to the Undersigned.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,  
Agents Leaving the Loan,  
T. JACKSON,  
Chief Manager.

Hongkong, 30th September, 1901. [2469]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.  
THE Company's Steamship

"HAITAN,"  
Captain Roach, will be despatched for the above ports TO-MORROW, the 1st proximo, at 10 A.M.

For Freight or Passage, apply to—  
DOUGLAS LAFFAIAK & CO.,  
General Managers.

Hongkong, 28th September, 1901. [2470]

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA VIA AMOY.  
THE Company's Steamship

"PERLA,"  
Captain J. E. McArthur, will be despatched as above on WEDNESDAY, the 2nd proximo, at 5 P.M.

The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light and is supplied with a Refrigerating Chamber.

A Doctor is carried.  
For Freight or Passage, apply to—  
SHEWAN, TOME'S & CO.,  
General Managers.

Hongkong, 28th September, 1901. [2471]

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW AND AMOY.  
THE Company's Steamship

"DAIGI MARU,"  
Captain K. Sobue, will be despatched for the above ports on SUNDAY, the 6th proximo.

For Freight or Passage, apply to—  
THE MITSUI BUSSAN KAISHA,  
Agents.

Hongkong, 30th September, 1901. [2472]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ, PORT SAID, FIUME AND TRIESTE.  
Taking cargo at throughout to the BRAZILS, to SOUTH AFRICA, MADEIRA, PERNAMBUCO, RED SEA, BLACK SEA, LEVANT, MALTA, VENICE & AEGEAN PORTS.)

THE Company's Steamship

"TRIESTE,"  
Captain A. Mitte, will be despatched as above on THURSDAY, the 17th proximo.

For information as to Passage and Freight, apply to—  
SANDER, WIELER & CO., Agents.

Hongkong, 30th September, 1901. [2473]

CARTRIDGES! CARTRIDGES!!

JUST LANDED A NEW STOCK of ELEY'S and KYNOCH'S SPORTING CARTRIDGES and NEWCASTLE CHILDREN'S SHOT.

20 BORE CARTRIDGES  
16 " 12 " 10 " 8 "

WM. SCHMIDT & CO., Gunsmiths.

Hongkong, 3rd January, 1901. [2474]

R. J. REMEDIOS,  
FOREIGN AND COLONIAL STAMP DEALER.

No. 37, CAPE STREET, HONGKONG.

Will be glad to send STAMPS on approval to any address on receipt of satisfactory references.

Is also prepared to purchase used POSTAGE STAMPS in Large or Small Quantities for Cash.

AGENTS WANTED.

15 to 25 percent Discount Allowed. [2475]

## AUCTION

## FOR SALE BY AUCTION.

THE British Ship  
"CELESTE BURRILL,"  
1,764 tons register, now lying at anchor near Stonecutters Island in a damaged condition, will be sold by Auction, on

THURSDAY, 10th OCTOBER, at 11 A.M.  
The Ship is a large carrier, has delivered 2,908 tons of coal loaded to plimsoll's mark, and she has also carried 807 Standard of Deals C. TREFFY, Master.

Hongkong, 25th September, 1901. [2476]

## PUBLIC COMPANIES

GREAT EASTERN AND CALEDONIAN GOLD MINING CO., LIMITED,  
IN LIQUIDATION.

NOTICE IS HEREBY GIVEN that a GENERAL MEETING of the SHAREHOLDERS will be held at the COMPANY'S OFFICE, 14, DES VŒUX ROAD, THIS DAY (MONDAY), the 30th of October, 1901, at 12 o'clock, P.M., for the purpose of having an account laid before them, showing the manner in which the winding up has been conducted and the property of the Company disposed of, and of hearing any explanation that may be given by the Liquidator; and also of determining by EXTRAORDINARY RESOLUTION the manner in which the Balance, Accounts, Books, and Documents of the Company, and of the Liquidator thereof, shall be disposed of.

Hongkong, 29th August, 1901.  
M. BENNEKE,  
Liquidator.

2221] NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the TWENTY-EIGHTH ORDINARY YEARLY MEETING of the SOCIETY will be held at its HEAD OFFICE No. 1, QUEEN'S ROAD, Hongkong, on THURSDAY, the 10th October, 1901, at NOON, for the purpose of receiving the Report of the Directors together with Statements of Account for the Year 1900 and for the Half-year ending the 30th June, 1901, and of declaring Dividends, &c.

The TRANSFER BOOKS of the Society will be CLOSED from the 30th September to the 10th October, both days inclusive.  
By Order of the Board.

W. J. SAUNDERS,  
Secretary.

Hongkong, 26th September, 1901. [2477]

## CANTON INSURANCE OFFICE, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the TWENTIETH ORDINARY GENERAL MEETING of SHAREHOLDERS will be held at the OFFICES of the Undersigned at 12 o'clock (NOON), on THURSDAY, the 17th proximo.

The TRANSFER BOOKS of the Company will be CLOSED from the 3rd to the 17th proximo, both days inclusive.

JARDINE MATHESON & CO.,  
General Agents.

Canton Insurance Office, Limited.

Hongkong, 26th September, 1901. [2478]

## IMPERIAL BANK OF CHINA.

WANTED.

AN experienced man of business to act as COMPADEORE from next China New Year.

Full particulars can be obtained on application to the Undersigned.

By Order of the Board of Directors.

R. W. RUTTER,  
Manager.

Hongkong, 31st July, 1901. [2479]

## GOOD JOBBING COMPOSITOR.

Permanency for competent men.

Apply at— Daily Press Office.

Hongkong, 30th July, 1901. [2480]

## SITUATION WANTED.

A TYPEWRITER and MODERATE STENOGRAPHER requires a Situation.

Apply— BOX 304,  
Care of Daily Press Office.

Hongkong, 27th September, 1901. [2481]

## WANTED.

DOCTOR WANTED for the China Navigation Co.'s.s.s. "CHINGTU."

Apply to BUTTERFIELD & SWIRE.

Hongkong, 28th September, 1901. [2482]

## NOTICE.

THE ANNUAL GENERAL MEETING of Members of the above Club will be held in the CITY HALL, on SATURDAY, the 5th October, at 12 o'clock NOON.

By Order— T. F. HOUGH,  
Clerk of the Course.

Hongkong, 23rd September, 1901. [2483]

## A. LING &amp; CO., FURNITURE STORE.

PLATED GLASS & CROCKERY WARE,  
ALSO FOOCHOW LACQUERED WARE.

FURNITURE ON HIRE.

68, Queen's Road Central.  
Hongkong, 1st May, 1901. [2484]

## NOTICE.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

M. R. WILLIAM BASIL DIXON has

This Day assumed Charge as CHIEF MANAGER.

By Order of the Board of Directors.

R. SHEWAN,  
Chairman.

Hongkong, 27th September, 1901. [2485]

## SIENTING.

BURGON DENTIST,  
NO. 10, D'AGUILAR STREET.

TERMS VERY MODERATE.  
Consultation Free.

Hongkong, 23rd September, 1901. [2486]

## TO LET.

HONGKONG  
BUSINESS DIRECTORY.

BOOKBINDING

DAILY PRESS" OFFICE.  
The only office in China having European  
taught workmen. Equal to Home Work.

BUILDERS

KANG ON  
Contractor; 30, D'Aguilar Street. Local  
and Coast Port Buildings, Timber, Brick  
and Granite.

Mechanics engaged. Estimates given.

CHEMISTS DRUGGISTS, &amp;c.

THE VICTORIA DISPENSARY,  
Chemists and Druggists, High-class Aerated  
Waters. Dealers in Photographic  
Requisites, Queen's Road.

FURNITURE WAREHOUSEMEN

A CHEE & CO., Established 1859.  
Every Household Requisite. Depot for  
Eastman's Kodak Films and Accessories;  
17a, Queen's Road Central.

JEWELLER

MAISON LEVY HERMANOS,  
Diamond Merchants and Watchmakers, 40,  
Watson's Building, Queen's Road. Also  
at Shanghai, Manila, Paris and Holland.

PHOTOGRAPHERS

A FONG  
The largest and most complete Studio in  
Hongkong. Established 1859. Views  
Enlargements, Ivory Miniatures, Oil  
Paintings, &c.; Ice House Street.MEI CHEUNG,  
Ice House Street, Top Floor. Permanent  
Enlargement Groups, Views, etc.; Develop-  
ment Works, Amateurs' RequisitesM. MUMUYEA, JAPANESE ARTIST.  
Bronzite and Crayon Enlargements and  
also colouring Photos and relief Photos.  
Views of China and Manilla. Works  
done for Amateurs; No. 8a, Queen's  
Road Central.

PRINTING

"DAILY PRESS" OFFICE.  
Proofs read by Englishmen.

STOREKEEPERS

F. BLACKHEAD & CO.  
Navy Contractors, Shipchandlers, Sail-  
makers, Provision and Coal Merchants,  
Praya Central, next Hongkong Hotel.BISMARCK & CO.  
Navy Contractors, Ship Chandlars,  
Provision and Coal Merchants, Sail  
makers, &c. Fresh Water supplied to  
Vessels in the HarbourKWONG SANG & CO.,  
Shipchandlers, Sailmakers, Hardware,  
Engineer Tools, Brass and Iron Mer-  
chants, 144, Des Voeux Road.MORE SEIMUND,  
43 and 45, Des Voeux Road. Shipchandlers,  
Sailmakers, Engineers, Commission Agents  
and General Storekeepers; Sale Agents  
for Shipowners' Compositions ("Grey-  
hound Brand") and Blundell  
Spence & Co.'s Composition

TAILORS

R. HAUGHTON & CO.,  
Naval Military and Court, 16, Queen's Road,  
Opposite Kuhn's Curio Store.

TOBACCONISTS

D. S. DADY, BURJOR, "LOS FILIPINOS,"  
Importer of the Best Manila Cigars; 25  
Pottinger Street.

WATCHMAKERS

DROZ & CO.,  
10, Queen's Road Central. Repairs of  
Watches and Clocks by competent  
European experts, at moderate rates.

ZETLAND LODGE, No. 525, E.C.

A REGULAR MEETING of the  
ZETLAND LODGE will be held at  
the FREEMASONS' HALL, ZETLAND STREET,  
on TUESDAY, the 1st October, at 8.30 for  
9 P.M. precisely. Visiting Brethren are cordially  
invited to attend.  
Hongkong, 26th September, 1901. [2442]

FOR SALE

MAP OF THE SIKIANG or WEST  
RIVER  
From HONGKONG to WUCHOWFU,  
Showing the Ports and Calling Places  
Opened to Foreign Trade, 1897.  
Published at Daily Press Office.  
Price 25 Cents. Cash  
Hongkong, 1st April, 1897. [84]

WING CHEONG,

Dealers in  
JEWELRY, PEARLS, DIAMONDS,  
CURIOS, JADESTONE ORNAMENTS,  
BEONZES and CARVED IVORY WARE,  
FINE SILKS and GRASSCLOTHES  
General Exporters of  
ANISEED and CASSIA OILS,  
&c., &c., Stock always on Hand.

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Note.—We beg to announce that we also  
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1 &amp; 3, D'AGUILLAR STREET

(Behind Hongkong Dispensary).

Hongkong, 15th April, 1901. [1811]

THE HONGKONG STEAM WATER  
BOAT COMPANY, LIMITED.THE above Company is prepared to supply  
the shipping in Hongkong with PURE  
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J. W. KEW,  
Manager,

90, Des Voeux Road.

Hongkong, 18th December, 1900. [186]

BOOKBINDING—by European method  
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Always pronounced equal to home  
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LOVE, COURTSHIP, AND  
MARRIAGE.BY  
THE REV. E. J. HARDY  
(Author of "How to be Happy Though  
Married," &c.).VII.  
THE FIRST YEAR OF MARRIED LIFE.

The advice "Drive greatly over the stones" which is frequently given to inexperienced whips, may be respectfully suggested to the newly married. There are stony places on the road to happiness which, if not carefully driven over, may upset the domestic coach. The first rock ahead which should be marked "dangerous" in the first year of married life: here, especially it is the first step that costs. During this year errors may be committed which will cast a shadow over every year that follows. A lady once asked Dr. Johnson how in his dictionary he came to define *pastern* the knee of a horse: he answered "Ignorance, madam, pure ignorance." This is the simple explanation of many an accident that takes place at the commencement of the matrimonial journey. The young couple have not yet learned the dangerous places of the road, and, as a consequence, they drive carelessly over them. A man who was fond of the log of a chicken helped his wife to that part of the first year of his married life, thinking that it was the best. She preferred the "white part," but was also too unwise to hint that she had this preference. How many mistakes of a much more serious kind are made from want of knowledge and explanation during the first year of married life! On awakening suddenly from sleep we find put out and cross: may not the young husband and wife experience feelings not entirely different when they awake to reality from the dreams of courtship and the fascination of the honeymoon? Everything must once more be contemplated after the ordinary manner of the world, once more with subdued feelings spoken of, considered and settled. For the first time husband and wife see each other as they actually are. Each brings certain peculiarities into the married state to which the other has to grow accustomed.

## A REASONABLE AXIOM.

A young man must not imagine that after marriage he can go on living his own life with the additional embellishment of some gay, simple, easy-hearted creature, who would lie lightly upon the surface of his being, be at hand whenever solitude or serious pursuits had become irksome, and never be in the way when not wanted. Visions these are; merely dreams of our Epicurean youth. No, when married we must put away our bachelor things as we do foolish things when we become men.

The domestic life of George Sand, the great French novelist, was so unhappy that she left her husband, and wrote bitterly about marriage. The quarrel was caused by his habits. He used suddenly to leave home, and remain away on hunting expeditions, and in the company of boorish companions, for days. He behaved, in short, as a single man, and tried to be as little married as possible. This always causes unaptness, and is very wrong, for no man ought to like his club and his amusements better than his home. At the same time the wife who is wise will not begin married life by insisting that her husband give up his club, make friends and all the interests of bachelorship. She knows that it is possible for a man to be overcome with domesticity and that *toujours perdras* is wearisome. Men about home all day become fidgety, grumpy, and interfering in household matters about which they know and ought to know nothing. It is indeed, almost a sine qua non of domestic felicity, that a man, even a newly-married one, should be absent from home at least six hours in the day. Jones asked his wife, "Why is a husband like dough?" He expected her to give it up, and he was going to tell her that it was because a woman needs him; but she said that it was because he was hard to get off her hands. People should begin their married life by burning up in the fire of their present ardent feelings all "fads" and little ways that are disagreeable to each other. Like government, marriage must be a series of compromises. Where principle is not involved, husband and wife should be willing to yield, however new it may be to them, however different from what they themselves thought. Self must be sacrificed in order thereby to gain the help of another beloved existence. And the habit of doing this, if it is formed at all, must, as a rule, be formed during the first year of married life.

## AGREEING—AND DISAGREEING.

"What is the reason," one Irishman asked another, "that you and your wife are always disagreeing?" "Because," replied Pat, "we are both of one mind—she wants to be master, and so do I." They go to church and say "I will," and then perhaps, on the way home, one or the other says "I won't," and that begins it.

A man said, in the presence of Archdeacon Paley, that he and his wife had lived together for thirty years and never had a difference of opinion. Paley's comment was: "Very praiseworthy, but how very dull!" There is more spice and zest in domestic life, when husband and wife do not think exactly alike, and if either of them are the stronger, it is a great mistake, besides being tyrannical, to try to crush the opinions and individuality out of the other. There is room in the world for both, and God knew what He was about when He made them not the same, but of a different pattern. The domestic adjuster who insists that everything shall be thought and done in the house just as he or she thinks it should be thought and done, may be respected, but ought not to expect to be loved.

A husband said of his wife, "I would not mind her having the last word, if it were the last word, but there are always more last words." In the first year of married life a man may think that he cannot get too many words from his wife, but his opinion will alter in this respect if she acquire the most dangerous habit of trying to get the last word. An old Athenian

You managed to live this month within your allowance?" "It was so easy," she murmured. "And now that I have done it once I wonder why I never thought of it before. I found, dear, that in almost every instance I could get things on credit."

This getting things on credit is a snare and a delusion. From the first a wife should form the habit of paying her bills every week, for it is only very rich people who can afford to have their names in the books of tradesmen.

It is true that many a poor wife is not given by her husband money to do this, nor even told how much his actual income is. There are men who say to the women they marry, "With all my worldly goods I thee endow," and afterwards their wives find it difficult to get enough money to buy a postage stamp. The man who respects his wife does not turn her into a mendicant: he gives her a purse of her own. Money is not essential to happiness, but happy people usually have enough; therefore a wife should be given enough, neither less nor more.

Married people were gentleman and lady before they were husband and wife, but they often forget this. The necessary familiarity of their relationship, if caution is not taken during the first year, prejudices, if not contempt, at least a disregard for each other's feelings which is the essence of bad manners. Why not be as tactful and as little inclined to find fault with your wife, or life partner, as you are with your business partner? Why not entertain and amuse her as you do your customers and patrons? Perhaps more coldness and estrangements, if not absolute quarrels and separations, grow out of a disregard of the common rules of courtesy in married life than from any other cause.

## TO OBTAIN CHIVALROUS HUSBANDS.

Men cannot be chivalrous and self-denying if women do not give them the chance of cultivating these noble qualities. Instead of this, some fondly foolish wives encourage their husbands in rudeness and selfishness by not demanding and even insisting upon that attention, consideration, and help which every woman, much more a wife, may claim from a man. Sometimes it is a woman's "highest pleasure" to bear all her husband's burdens. To secure this highest pleasure, she makes him weak, inefficient and childishly foolish. If she had taken a proper stand and respected herself and her sex during the first year of married life, things would have been very different. "To be ever beloved one must be ever agreeable, so it is most foolish, as well as wrong, for a young woman, when married, to lay aside those graces and accomplishments that won her her husband. It is this sort of thing that made Swift say that the reason why few marriages are happy is because young women spend their time in making nets, not in making cages."

"Think not, the husband gained, that all is done;" The prize of happiness must still be won; And oft the earnest find it to their cost, The lover in the husband may be lost."

Young wife: "Suppose you were to come down late one morning and find the coffee cold, what would you do?" Her husband: "My dear, I should make it hot for you." Of course a husband ought not to expect much when he is unpunctual at meals, but still it is never safe for a wife to disregard the precept—"Feed the brute."

The following remedy has been suggested for a delicate wife: "For a slight headache give her a dozen pairs of gloves; if it grows worse, a new gown. In extreme cases a new hat has been known to produce instant relief. For nervous debility, a new horse and carriage; for dulness, a theatre ticket; extreme weakness, a trip to the sea; nervous irritability, invite the lion of the season to dinner." We do not advise a man to begin his married life by administering drugs in this way, for the domestic pharmacopeia would soon be exhausted, but there is one thing he ought to do, and that is to abstain from nagging (men can nag as well as women), arousing jealousy and every other action that may even remotely injure the health of his wife. Who has not heard of a bad-husband headache, or one brought on by the worrying and fault-finding of a selfish man? A man is always bound to protect the health and happiness of his wife, but this is especially the case during the first year of marriage. And the wife on her part ought, for the sake of others, if not for her own sake, to think more of her health than of dancing about from one kind of dissipation to another. Ignorance of the laws of nature does not make a young woman more innocent or better in any way, and it may destroy or blot her married life.

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Next Week:—"Married Yet in Love."

TRY NAVY CUT ATC AGENTLEMAN'S SMOKE Supplied in three Grades. Mild Medium &amp; Strong. PACKED IN AIR TIGHT VACUUM TINS. MANUFACTURED BY THE AMERICAN TOBACCO CO. U.S.A.

CODE WORD: "DOCK" NAGASAKI. A.I. A.B.C. Scott's and Engineering Codes Used.

DOCK No. 1 (TATEGAMI). Extreme Length... 523 feet. Length on Blocks... 513 "

Width of Entrance on Top... 89 "

Width of Entrance on Bottom... 77 "

Water on Blocks at Spring Tide 264 "

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Width of Entrance on Top... 66 "

Width of Entrance on Bottom... 53 "

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PATENT SLIP (at KOSUGE). Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the LATEST IMPROVEMENTS and can execute any kind of work in SHIPBUILDING and MARINE ENGINEERING as well as REPAIRING OF SHIPS.

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FOR SALE.

30 ENGLISH-MADE MANTEL PIECES. Very Cheap. Just Arrived.

Apply to C. E. WARREN, 3a, Wyndham Street.

Hongkong, 27th September, 1901. [2449]

THE WANCHA STORING COMPANY

A BE now prepared to receive Goods for Storage in their Godowns, situated on

PRAYA EAST (late Motorboat Barracks).

Lending and Shipping of Cargoes is facilitated by means of the spacious strong

Piers lately constructed in front of these Godowns.

Terms Moderate.

Apply for further particulars to GODOWNMAN ON PREMISES,

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Hongkong, 10th August, 1901. [2033]

## DINNEFORD'S

The Physician's Cure for Gout, Rheumatic Complaints, and Gravel; the Safest and most gentle Medicine for Infants, Children, Delicate Females, and the Sick.

Billious Affections, and the Sicknes

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The Physician's Cure for Gout, Rheumatic

Complaints, and Gravel; the Safest and

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Delicate Females, and the Sicknes

of Pregnancy.

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of Pregnancy.

The Physician's Cure for Gout, Rheumatic

Complaints, and Gravel; the Safest and

## VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any vessel, the Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked & nearest Hongkong h. midway between Hongkong and Kowloon w., and those vessels berthed at the Kowloon Wharf k.w., together with the number denoting the section.

1. From Green Island to the Harbour Master's
2. From Harbour Master's to Blake Pier.

3. From Blake Pier to Naval Yard.
4. From Naval yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & RIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c. VIA PORTS OF CALL	PALAWAN	Brit. str.	2 m.	J. Chelton, R.N.E.	P. & O. S. N. Co.	On 12th Oct., at Noon.
LONDON	AJAX	Brit. str.	2 m.	B. H. W. Snow	BUTTERFIELD & SWINE	To-morrow.
LONDON	FORMOSA	Brit. str.	2 m.		P. & O. S. N. Co.	On 5th Oct., at Noon.
LONDON	TYRHEUS	Brit. str.	2 m.		BUTTERFIELD & SWINE	On 15th October.
LONDON	CALCHAS	Brit. str.	2 m.		BUTTERFIELD & SWINE	On 29th October.
LONDON	NESTOR	Brit. str.	2 m.		BUTTERFIELD & SWINE	On 12th November.
LONDON	MACHAO	Brit. str.	2 m.		BUTTERFIELD & SWINE	On 28th November.
LONDON	ULYSSES	Brit. str.	2 m.		BUTTERFIELD & SWINE	On 15th October.
LIVERPOOL DIRECT	DARDANUS	Brit. str.	2 m.		BUTTERFIELD & SWINE	On 15th November.
LIVERPOOL DIRECT	PREUSSEN	Ger. str.	2 m.	E. Freh	MELCHERS & CO.	On 3rd Oct., at Noon.
BREMEN, PORTS OF CALL	BONIS	Fren. str.	2 m.		MESSAGERIES MARITIMES	On 7th Oct., at 1 P.M.
MARSEILLES, &c. VIA PORTS OF CALL	SANUKI MARU	Jap. str.	2 m.		NIPPON YUSEN KAISHA	On 4th Oct., at Daylight.
MARSEILLES, LONDON & ANTWERP, V. SPORE, &c.	HAKATA MARU	Jap. str.	2 m.	F. L. Sommer	HAMBURG-AMERIKA LINIE	On 18th Oct., at Daylight.
MARSEILLES, LONDON & ANTWERP, V. SPORE, &c.	ABARIA	Gen. str.	2 m.		HAMBURG-AMERIKA LINIE	On 5th October.
HAVRE & HAMBURG	KONGSBECK	Gen. str.	2 m.		HAMBURG-AMERIKA LINIE	On 19th October.
HAVRE, BREMEN & HAMBURG	BANBERG	Gen. str.	2 m.		HAMBURG-AMERIKA LINIE	On 2nd November.
HAVRE & HAMBURG	SZGOVIA	Gen. str.	2 m.		HAMBURG-AMERIKA LINIE	On 16th November.
HAVRE & HAMBURG	MARBURG	Gen. str.	2 m.		HAMBURG-AMERIKA LINIE	On 30th November.
HAVRE & HAMBURG	SUEVIA	Gen. str.	2 m.		HAMBURG-AMERIKA LINIE	On 14th December.
NEW YORK	STATE OF MAINE	Amer. ship.	2 m.		CARLOWITZ & CO.	Quick despatch.
NEW YORK VIA SUEZ CANAL	SATSUMA	Brit. str.	2 m.		DODWELL & CO., LIMITED	On 20th October.
NEW YORK VIA SUEZ CANAL	LONGSHIPS	Brit. str.	1 m.		JARDINE, MAXHORN & CO.	On or about 16th October.
NEW YORK	MANUEL LLAGUNO	Amer. ship.	2 m.		SHEWAN, TONES & CO.	On or about 25th Oct.
NEW YORK	CLAYVERDALE	Gen. str.	2 m.		CARLOWITZ & CO.	On 30th October.
ADANA	ADANA	Brit. str.	1 m.		SHEWAN, TONES & CO.	On 10th November.
ASAMA	ASAMA	Brit. str.	2 m.	A. Smith	SHIWAH, TONES & CO.	On 15th December.
EMPIRE OF CHINA	ARISTIDE	Archibald, R.N.E.	2 m.	F. F. Bennett	CANADIAN PACIFIC R. CO.	On 23rd October.
TARTAR	OLYMPIA	Brit. str.	4 m.	B. E. Beetham, R.N.E.	CANADIAN PACIFIC R. CO.	On 6th November.
VICTORIA (B.C.) & TACOMA VIA SHANGHAI, &c.	KINSHU MARU	Jap. str.	2 h.	J. Truebridge	DODWELL & CO., LIMITED	Tomorrow.
VICTORIA (B.C.) & SEATTLE VIA SHANGHAI, &c.	TOGA MARU	Jap. str.	2 m.	F. J. Horton	NIPPON YUSEN KAISHA	On 19th Oct., at 4 P.M.
VICTORIA (B.C.) & SEATTLE VIA SHANGHAI, &c.	INDRAFUEA	Jap. str.	2 m.	S. J. G. Parsons	NIPPON YUSEN KAISHA	On 2nd Nov., at 4 P.M.
HONGKONG MARU	HONGKONG MARU	Jap. str.	2 m.		ALLAN CAMERON	On 14th Oct., at Noon.
GARLIC	STRATHGYLE	Brit. str.	2 m.		TOTO KIYU KAISHA	On 21st Oct., at Noon.
AIRLIE	AIRLIE	Jap. str.	2 m.		O. & O. S. S. CO.	On 10th October.
YAWATA MARU	CHINGTU	Brit. str.	2 m.		BUTTERFIELD & SWINE	On 3rd Oct., at Noon.
TRISTE	TRISTE	Aas. str.	2 m.		SANDER, WIELER & CO.	On 25th Oct., at 4 P.M.
SOCOTRA	SOCOTRA	Brit. str.	2 m.	A. Mitis	P. & O. S. N. Co.	On 12th Oct., at Noon.
SHINANO MARU	SHINANO MARU	Jap. str.	2 m.	G. E. T. Cook	NIPPON YUSEN KAISHA	On 12th Oct., at Noon.
KASUGA MARU	KASUGA MARU	Jap. str.	2 m.	H. Fraser	NIPPON YUSEN KAISHA	On 18th Oct., at Noon.
YAMAGUCHI MARU	YAMAGUCHI MARU	Jap. str.	2 m.	S. Yoshizawa	NIPPON YUSEN KAISHA	On 8th Oct., at Noon.
COROMANDEL	COROMANDEL	Brit. str.	2 m.	F. W. Vibert, R.N.E.	P. & O. S. N. Co.	On or about 12th October.
TSINAN	WOOSUNG	Brit. str.	2 m.		BUTTERFIELD & SWINE	To-morrow.
MAIDZURO MARU	MAIDZURO MARU	Jap. str.	1 m.		MITSUI BUSSAN KAISHA	On 4th October.
ANPING MARU	ANPING MARU	Jap. str.	1 m.	K. Suzuki	MITSUI BUSSAN KAISHA	On 2nd October.
DAIGI MARU	DAIGI MARU	Jap. str.	2 m.	S. Atsumi	MITSUI BUSSAN KAISHA	On 9th Oct., at Daylight.
LOKSANG	LOKSANG	Brit. str.	2 m.	K. Sebagami	JARDINE, MATHESON & CO.	On 6th October.
HAITAN	HAITAN	Brit. str.	1 m.	Leask	Douglas LAPRADE & CO.	To-morrow, at 3 P.M.
SUNGKING	SUNGKING	Brit. str.	2 m.	Moore	BUTTERFIELD & SWINE	To-morrow, at 10 A.M.
PEELA	PEELA	Brit. str.	1 m.		BUTTERFIELD & SWINE	On 4th October.
KAJFONG	KAJFONG	Brit. str.	2 m.		SHEWAN, TONES & CO.	On 12th October.
LIGHTNING	LIGHTNING	Brit. str.	2 m.		BUTTERFIELD & SWINE	On 2nd Oct., at 5 P.M.
TIENTSIN	TIENTSIN	Brit. str.	2 m.		D. G. Spence	On 8th October.
KAGOSHIMA MARU	KAGOSHIMA MARU	Jap. str.	2 m.		D. G. Spence	To-morrow, at 3 P.M.

## SHIPPING.

ARRIVALS.  
Sept. 27, HANOI, French str., 742 P. Merlees, Hsieh-ping—25th September and Hoihow—26th General—A. R. Mart.

Sept. 28, ANPING, British str., 1,158, H. Barlow, Shanghai—25th Sept., General—CHINESE.

Sept. 28, HALIFAX, French str., 377, L. Andersen, Pakhoi—26th Sept., General and Pigs—A. R. Mart.

Sept. 28, HAITAN, British str., 1,200, J. S. Roach, Foochow and Amoy—26th Sept., General—DOUGLAS LATTA & CO.

Sept. 28, KASIOU, British str., 2,520, General—Shanghai—24th September—General—JARDINE, MATHESON & CO.

Sept. 28, MAIDZURO MARU, Japanese str., 667, Saitan, Aping—25th September and Swatow—27th, General—M. B. KAISHA.

Sept. 28, MANSHUAN, U.S. shipowner, 1,344, Lieut. E. A. Anderson, Chefoo—25th Sept.

Sept. 28, NIVE, French transport, 6,000, Comander Morazza, Tsinan—25th September.

Sept. 28, PEELA, British str., 1,287, J. A. MacArthur, Manila—25th Sept., General—SHEWAN, TONES & CO.

Sept. 28, TSIAN, British str., 1,464, O. Andrew, Amsterdam—25th Sept., General—BUTTERFIELD & SWINE.

Sept. 29, AIRLINE, British str., 2,500, St. John George, Jupin—24th Sept., General—GIBB, LIVINGSTON & CO.

Sept. 29, ANAPA, British str., 2,251, Williamson, New York 4th Aug., Case Oil—STANDARD OIL CO.

Sept. 29, CEBU, Amer. str., 648, A. Inchusgari, Iloilo—34th Sept., Sugar and Tobacco—BRANDAO & CO.

Sept. 29, FUSHUN, British str., 1,360, Lunt, Canton—29th Sept., General—CHINESE.

Sept. 29, HALLOONG, British str., 783, Bathurst, Swatow—28th Sept., General—DOUGLAS LAPAIK & CO.

Sept. 29, INDRAFUEA, British str., 3,152, A. E. Hollingsworth, Portland—20th August and Moji—24th September, General—ALLAN CAMERON.

Sept. 29, LOKSANG, British str., 979, Leask, Canton—29th Sept., General—JARDINE, MATHESON & CO.

Sept. 29, PRONTO, German str., 632, H. Grandt, Saigon—24th Sept., Rice-flour—SIEMSEN & CO.

Sept. 29, WOOSUNG, British str., 1,109, M. Dawson, Shanghai—25th September and Swatow—28th, General—BUTTERFIELD & SWINE.

CLEARANCES.  
AT THE HARBOUR MASTER'S OFFICE.

Sept. 28th September.

Anping, British str., for Canton.

Chengsha, British str., for Chefoo.

Duijin Maru, Japanese str., for Swatow.

Kusow, British str., for Singapore.

Kuikiang, British str., for Tientsin.

Kohchang, German str., for Bangkok.

Loosok, German str., for Swatow.

Macau, German str., for Chefoo.

Progress, German str., for Chefoo.

Ron Dickinson, British str., for Hankow.

Singa Anna, Amer. str., for New York.

Tenkai, British str., for Bangkok.

Wingching, British str., for Swatow.

DIA.

28th September.

ANPING, British str., for Canton.

AUSTRALIAN, British str., for Shanghai.

CHARTERHOUSE, British str., for Saigon.

CHUSA, British str., for Macao.

ERIDAN, French str., for Tientsin.

HUMBER, H.M.'s storeship, 2,000.

KUINKANG, British str., for Amoy.

KOHSIANG, German str., for Bangkok.

MCUL, British str., for Singapore.

ROB. DICKINSON, British str., for Hankow.

TAKSANA, British str., for Bangkok.

TEENKA, British str., for Saigon.

29th September.

CHANGSHA, British str., for Chefoo.

DAIJIN MARU, Japanese str., for Swatow.

LOOSOK, German str., for Swatow.

## VESSELS IN DOCK.

28th September.

ABERDEEN DOCKS—Victoria (Swedish).

KOYLOON DOCKS—Canton River, Victoria, George Valentine, Zafiro, Eleano, Algoa, Clara, COSMOPOLITAN DOCK—Macau, Gaetie.

SHIPPING REPORTS.

The U.S. shipowner Nanwan, from Chefoo 25th Sept., experienced fine weather with fresh N.E. winds.

The British steamer Avylie, from Japan 24th Sept., had strong N.E. monsoon with moderate sea and thick weather.

The British steamer Hailong, from Swatow 28th Sept., had fresh E.S.E. winds, moderate, cloudy with showers.

## VESSELS ON THE BERTH

## OCEAN STEAMSHIP COMPANY.

FROM	STEAMERS	OUTWARDS.
GLASGOW and LIVERPOOL	"NESTOR"	On 1st October.
GLASGOW and LIVERPOOL	"LAETEES"	On 9th October.
GLASGOW and LIVERPOOL	"DARDANUS"	On 15th October.
GLASGOW and LIVERPOOL	"MACHAON"	On 23rd October.
GLASGOW and LIVERPOOL	"PROMETHEUS"	On 28th October.
GLASGOW and LIVERPOOL	"ACHILLES"	On 6th November.

FOR	STEAMERS	HOMEWARDS.
LONDON	"AJAX"	On 1st October.
LONDON	"EVEREARTH"	On 15th October.
LONDON	"CALCHAS"	On 29th October.
LONDON	"NESTOR"	On 12th November.
LONDON	"MACHAON"	On 26th November.
LIVERPOOL DIRECT	"ULYSSES"	On 15th October.
LIVERPOOL DIRECT	"DARDANUS"	On 15th November.

For Freight, apply to  
BUTTERFIELD & SWIRE,  
AGENTS O. S. S. Co.

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Hongkong, 27th September, 1901.

## CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL.
SHANGHAI	"TSINAN"	On 1st October.
SHANGHAI	"WOOUNG"	On 4th October.
MANILA	"SUNGKUANG"	On 4th October.
IOLO & CEBU	"KAIFONG"	On 8th October.
MANILA	"CHINGTU"	On 12th October.

\* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried for Freight or Passage, apply to—

BUTTERFIELD & SWIRE,  
AGENTS.

[16]

Hongkong, 28th September, 1901.

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

THE Company's Steamship

"LOKSANG,"

Captain Leek, will be despatched as above  
TOMORROW, the 1st October, at 3 P.M.  
For Freight or Passage, apply to—

JARDINE, MATHESON & CO.,  
General Managers.

Hongkong, 27th September, 1901. [2430]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"LIGHTNING,"  
Captain G. Spence, will be despatched for  
the above ports TOMORROW, the 1st October, at 3 p.m.

For Freight or Passage, apply to—  
DAVID SASSEON, SONS & CO.,  
Agents.

Hongkong, 28th September, 1901. [2388]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRIA, INDIA, AFRICA, EGYPT, MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"PALAWAN,"  
Captain J. Chellie, R.N.E., carrying His  
Majesty's Mails, will be despatched from this for  
Bombay, on SATURDAY, the 22nd proximo,  
at Noon, taking passengers and cargo for the  
above ports.

Silk and Valuables all cargo for France, and  
Tea for London (under arrangement) will be  
transhipped at Colombo into a steamer proceeding  
direct to Marseilles and London; other  
cargo for London, &c., will be conveyed via  
Bombay, with transhipment.

Parcels will be received at this Office until 4  
P.M. the day before sailing. The contents and  
value of all packages are required.

Shippers are particularly requested to note  
the terms and conditions of the Company's  
Bills of Lading.

For further particulars, apply to—  
H. A. BITCHIE,  
Superintendent.

Hongkong, 30th September, 1901. [1]

PORTLAND AND ASIATIC STEAM SHIP COMPANY.

Agents for and in connection with  
THE OREGON RAILROAD AND NAVIGATION COMPANY.Operating the New First Class Steamships  
"INDRAVELL," "INDRAPURA," and "KNIGHT COMPANION,"  
between HONGKONG and PORTLAND (Or.), calling at SHANGHAI, NAGASAKI, MOJI, KOBE and YOKOHAMA.

THE Steamship

"INDRAPURA" will be despatched for Portland (Or.) on or  
about the 14th October, 1901.

Through Bills of Lading issued to Pacific  
Coast Points and all Eastern, Canadian and  
United States Points.

For through rates of Freight and further  
information, communicate with or apply to—  
ALIAN CAMERON,  
General Agent.

Hongkong, 25th September, 1901. [2443]

FOR NEW YORK.

THE S.S. II American Ship  
"MANUEL LLAGUNO" will load during September and October,  
sailing about 25th October.

For Freight, apply to—  
SHEWAN, TOME'S & CO.,  
Hongkong, 11th July, 1901. [1758]

FOR NEW YORK.

THE S.S. II American ship  
"STATE OF MAINE" Captain Colcord, will be ready to load on the  
1st November for the above port, and will  
have quick despatch.

For Freight, apply to—  
CARLOWITZ & CO.,  
Hongkong, 21st September, 1901. [2394]

## VESSELS ON THE BERTH

## U. S. MAIL LINES

## PACIFIC MAIL S.S. CO. OCCIDENTAL &amp; ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES,

MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE

VIA

THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

## VIA INLAND SEA OF JAPAN AND HONOLULU.

## PROPOSED SAILINGS FROM HONGKONG.

"GAELIC"	WEDNESDAY, 2nd October, at NOON.
"ALGOA"	On or about 5th October.
"CHINA"	SATURDAY, 19th October, at NOON.
"DORIC"	TUESDAY, 29th October, at NOON.
"PERU"	TUESDAY, 12th November, at NOON.
"COPTIC"	WEDNESDAY, 20th November, at NOON.
"CITY OF PEKING"	SATURDAY, 7th December, at NOON.

THE O. & O. S.S. Co.'s Steamer "GAELIC" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on WEDNESDAY, the 2nd October, at Noon, taking Freight for Japan the United States and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL, PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct lines.

Particulars of the various routes can be had on application.

Special Rates (first class only) to European Ports, are granted to Missionaries, members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service officials located in Asia, and to European officials in the service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN POINTS, Special rates (first class only) are confined and will apply only to Missionaries, members of the Naval and Military Services, and to Consular and Diplomatic officials of Governments of China and Japan.

RETURN PASSAGE.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare, San Francisco or Honolulu, to original port of embarkation.

Passenger who do not hold round-trip tickets but who have paid full-class fare from the United States, Canada or Europe, to a port of call Japan or China and re-embark at such port of call for return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Circular Invoices to accompany each shipment of Cargo or Parcel (valued at \$100 gold or over) destined to points beyond San Francisco in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

Merchant's Invoice will be sufficient for Cargo or Parcel (each shipment) when the value is less than \$100 U.S. gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

Hongkong, 25th September, 1901.

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR ANPING (VIA SWATOW AND AMOY).

THE Company's Steamship

"MAIDZURU MARU,"

Captain K. Suzuki, will be despatched for the above ports on WEDNESDAY, the 2nd October.

For Freight or Passage, apply to—  
THE MITSUI BUSSAN KAISHA,

Agents.

Hongkong, 19th September, 1901. [18]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &amp;c.

S.S. "STRATHGYLE" ..... On 16th Oct.

THE Steamer "STRATHGYLE" will be despatched for SAN DIEGO and SAN FRANCISCO via MOJI, KOBE and YOKOHAMA on THURSDAY, the 10th October.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Circular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs, San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEO. ECKLEY, Acting Agent.

Hongkong, 18th September, 1901. [15]

NOT RESPONSIBLE FOR DEBTS.

From Hongkong, China and Japan.

Hongkong, 24th September, 1901. [14]

REGULAR STEAMSHIP SERVICE TO NEW YORK

VIA PORTS AND SUZU CANAL.

PROPOSED SAILINGS FROM HONGKONG

SATSUMA ..... On 20th October.

KURDISTAN ..... On 25th November.

LENNOX ..... On 20th November.

"RICHMOND CASTLE" End of November.

ORONSET .....

HILLGLEN .....

For Freight and further information, apply to

DODWELL &amp; CO. LTD.

Agents.

Hongkong, 14th September, 1901. [1739]

NOT RESPONSIBLE FOR DEBTS.

From Hongkong, China and Japan.

Hongkong, 25th July,

## POST OFFICE NOTICES.

MAILS WILL CLOSE.

FOR

Canton  
Haiphong  
Macao  
Quan-chau-wan  
Kunshuk and Samshui  
Canton  
Swatow, Amoy and Foochow  
Amoy, Moji, Kobe, Yokohama, Victoria,  
B.C., and Tacoma  
Singapore, Penang and Calcutta  
Swatow and Tientsin  
Shanghai

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA,  
HONOLULU and SAN FRANCISCO  
(Supplementary mail on board up to the time  
fixed for departure of the mail. Extra  
Postage 10 cents).

Amoy and Manila  
Port Darwin, Thursday Island, Cooktown,  
Cairns, Townsville, Brisbane, Sydney,  
and Melbourne

EUROPE, &c., India via Tuticorin  
(Late Letters 11.10 to 11.30 A.M. Extra  
Postage 10 cents).

Shanghai  
Manila  
Singapore  
Iloilo and Cebu  
Moji, Kobe, Yokohama, San Diego and San  
Francisco

EUROPE, &c., India via Tuticorin  
(Late Letters 11.10 to 11.30 A.M. Extra  
Postage 10 cents).

Manila, Port Darwin, Thursday Island, Cook-  
town, Cairns, Townsville, Brisbane, Sydney  
and Melbourne

TO-DAY.

Meeting of the Shareholders of Great Eastern  
and Caledonian Gold Mining Co., Ltd., 14, Des  
Vaux Road, 12.15 p.m.

TO-MORROW.

Sale, Household Furniture, Sales Rooms, Mr.  
V. I. Remedios, 2.30 p.m.

COMMERCIAL  
CLOSING QUOTATIONS.

28th September

ON LONDON.— Telegraphic Transfer 1/11  
Bank Bills, on demand 1/11  
Bank Bills, at 30 days' sight 1/11  
Bank Bills, at 4 months' sight 1/11  
Credits, at 4 months' sight 1/11  
Documentary Bills, 4 months' sight 1/11

ON PARIS.— Bank Bills, on demand 2.44  
Credits, at 4 months' sight 2.47

ON GERMANY.— On demand 1.97

ON NEW YORK.— Bank Bills, on demand 402  
Credits, 60 days' sight 474

ON BOMBAY.— Telegraphic Transfer 144  
Bank, on demand 145

ON CALCUTTA.— Telegraphic Transfer 144  
Bank, on demand 145

ON SHANGHAI.— Bank, at sight 73  
Private, 30 days' sight 73

ON YOKOHAMA.— On demand 51 p.c. pm.

ON MANILA.— On demand 31 p.c. pm.

ON SINGAPORE.— On demand 5 p.c. pm.

ON BATAVIA.— On demand 1173

ON HAIPHONG.— On demand 1 p.c. pm.

ON SAIGON.— On demand 11 p.c. pm.

ON BANGKOK.— On demand 691

GOVERNMENT BANK'S Buying Rate \$10.25

GOLD LEAF, 100 fino, per tael \$53.50

BAI SILVER, per oz. 2.84

OPIUM.

27th September. Quotations are— Allow 20% to 1 catty.  
Malwa New \$860 to \$880 per picul.  
Malwa Old \$890 to \$900 " "  
Malwa Old \$900 to \$920 "

P. P. per wrapped \$800 to —

Persian fine quality \$830 to —

Persian extra fine —

Pata New \$830 to — per chest.

Pata Old \$855 to —

Burma New \$807 to —

Burma Old \$830 to —

## VESSELS EXPECTED.

THE INDIAN MAIL.

The Indo-China steamer *Kumary*, from  
Calcutta and the Straits, left Singapore for this  
port on the 24th inst., at noon.

THE GERMAN MAIL.

The Imperial German Mail steamer *Sachsen*,  
carrying the German mails with dates from  
Berlin of the 2nd inst., left Colombo on the  
21st inst., a.m., and may be expected here on  
or about the 2nd prox.

The Imperial German Mail steamer *Preussen*,  
left Shanghai via Foochow, on the 28th inst.,  
p.m., and may be expected here on or about the  
2nd prox.

THE AMERICAN MAIL.

The T.K.K. steamer *Hongkong Maru*, with  
mails, &c., from San Francisco to the 4th inst.,  
via Honolulu, has arrived at Yokohama, and leaves this morning for this port via Inland  
Sea, Kobe, Nagasaki and Shanghai.

The T.M. steamer *China*, with mails, &c.,  
left San Francisco for this port via Honolulu,  
Yokohama, Inland Sea, Kobe, Nagasaki and  
Shanghai, on the 12th inst.

The O. & O. steamer *Dove*, with mails, &c.,  
left San Francisco for this port via Honolulu,  
Yokohama, Inland Sea, Kobe, Nagasaki and  
Shanghai, on the 20th inst.

MECHANT STEAMERS.

The P. & O. steamer *Tenasserim*, left Singapore  
for this port on the 25th inst., at 6 a.m.

The N.Y.K. steamer *Sanki Maru* (European  
Line) left Kobe via Moji for this port on the  
25th inst., and is expected to arrive here on the  
2nd prox.

The P. & O. steamer *Sacra* left Singapore  
for this port on the 26th inst., at 5 p.m.

The N.D.L. steamer *Bamberg*, from Hamburg,  
left Singapore for this port on the 27th inst.,  
and may be expected here on or about the 3rd  
prox.

NOW READY.

BOUND VOLUMES of the  
HONGKONG WEEKLY PRESS  
JANUARY TO JUNE, 1901. With INDEX Price  
\$7.50.

Hongkong Daily Press Office,  
Hongkong, 3rd July, 1901.

NOW READY.

## JOINT STOCK SHARES.

Hongkong, 27th September.

COMPANY PAID UP QUOTATION.

Bank			
Hongkong & Sh.	\$125	600, buyers	
China & Japan, only	\$1	150, 10s.	
Do, deferred	\$1	25, 5s.	
Natl. Bank of China	\$1	200, 20s.	
A. Shares	\$2	22, buyers	
B. Shares	\$2	22, buyers	
Foun. Shares	\$1	15, sellers	
Bell's Asbestos E. A.	\$1	110.	
Campbell, Mclane & Co.	\$10	25.	
China-Borneo Co., Ltd.	\$15	65.	
China Light and Power Co., Ltd.	\$10	20, nominal	
China Prov. L. & N.	\$10	50, sellers	
Cigar Companies	\$100	510, sellers	
Albuania, Ltd.	\$100	500, nominal	
Philippine Tobacco Trust Co., Ltd.	\$50	500, nominal	
Cotton Mills	\$100	100, buyers	
Ewo International	\$100	100, buyers	
Lao Kung Mow	\$100	120, buyers	
Soyches	\$100	100, buyers	
Yahlong	\$100	114, buyers	
Dairy Farm	\$100	85, buyers	
Fenwick & Co., Geo.	\$25	55, sellers	
Green Island Cement	\$100	114, sellers	
H. & C. Bakery	\$100	100, buyers	
Hongkong & C. Gas.	\$100	120, buyers	
Hongkong Electric	\$100	122, buyers	
Hk. Steam Water Co., Ltd.	\$100	275, buyers	
H. H. L. Tramways	\$100	127, buyers	
Hongkong Hotel	\$100	183, buyers	
Hongkong & G. Gas.	\$100	80, sellers	
H. & K. Wharf & Co.	\$100	124, buyers	
Hongkong Ropew.	\$100	124, buyers	
H. & D. Dock	\$100	280, buyers	
Imperial	\$100	167, buyers	
Chin. Fire	\$100	83, sellers	
China Trades	\$100	100, sellers	
Hongkong Fire	\$100	142, sellers	
North China	\$100	190, buyers	
Straits	\$100	nominal	
Union	\$100	142, buyers	
Yangtze	\$100	122, buyers	
Land and Building	\$100	1901, buyers	
Hongkong Land Inv.	\$100	100, buyers	
Humphreys Estate	\$100	103.	
Kowloon Land & B.	\$100	103.	
West Point Building	\$100	105.	
Luzon Sugar	\$100	85, sellers	
Manila Invest. Co., Ltd.	\$100	50, nominal	
Mining	\$100	250.	
Charbonnages	\$100	125.	
Jelebu	\$100	54, buyers	
Queen's Minas, Ltd.	\$100	134, buyers	
Oliver's Mined, A.	\$100	130, buyers	
Do	\$100	nominal	
Fujon	\$100	54, sellers	
Do, Preference	\$100	54.	
Raths	\$100	113, buyers	
New Amoy Dock	\$100	126.	
Oriente Hotel, Manila	\$100	105.	
Powell, Ld.	\$100	100, nominal	
Robinson Piano Co., Ltd.	\$100	50, nominal	
Steamship Cos.	\$100	50, sellers	
China and Manila	\$100	10.	
China Mutual Pref.	\$100	10.	
China Ordinary	\$100	71.	
Do	\$100	55.	
Douglas Steamship	\$100	144, buyers	
H. Canton and M.	\$100	134, buyers	
Indo-China S. N.	\$100	130, buyers	
Shell Transport and Trading Co.	\$100	2126, sellers	
Star Ferry	\$100	944, buyers	
Tobacco Planting Co., United Asbestos Co.	\$100	61.	
Do	\$100	100, sellers	
Universal Trading Co., Ltd.	\$100	193, buyers	
Wanchai Warehouse	\$100	371, nominal	
Watkins, Ld.	\$100	100, sellers	
Watson & Co., A. S.	\$100	164, buyers	

VEENON &amp; SMYTH, Brokers.

THE WEATHER.

CHINA COAST METEOROLOGICAL REGISTER, 27th SEPTEMBER, P.M.

STATION Hour. Temperature (red. 10.4m.) Wind.

Humidity Direct Force Weather.

Clouds.

Wind.

Pressure.

Barometer.

Temperature.

Humidity.

Direction of wind.

Force.

Clouds.

Wind.

Pressure.

Barometer.

Temperature.

Humidity.

Direction of wind.

Force.

Clouds.

Wind.

Pressure.

Barometer.

Temperature.

Humidity.

Direction of wind.

Force.

Clouds.

Wind.

Pressure.

Barometer.

Temperature.

Humidity.

Direction of wind.